



# City Council Presentation

## Draft Short Range Transit Plan

Transit Issues and Objectives  
Proposed Fixed Route Network

November 14, 2006



# Existing Conditions



# Current Beeline System Overview

## Existing System & Conditions

## Issues and Objectives

## Proposed Fixed Route Network

## Funding and Next Steps

| Route | Route Name                    | Headways     |     |     |           |     |         |     | Hours of Operation                 |                 |                 |
|-------|-------------------------------|--------------|-----|-----|-----------|-----|---------|-----|------------------------------------|-----------------|-----------------|
|       |                               | Weekdays     |     |     | Saturdays |     | Sundays |     | Weekday                            | Saturday        | Sunday          |
|       |                               | Peaks        | Day | Eve | Day       | Eve | Day     | Eve |                                    |                 |                 |
| 1     | GTC/Central/Brand             | 20           | 20  | -   | 25        | -   | 25      | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | 9:00AM - 5:00PM |
| 2     | GTC/Central/Brand             | 20           | 20  | -   | 25        | -   | 25      | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | 9:00AM - 5:00PM |
| 3     | Galleria/College/JPL          | 20           | 20  | -   | 25        | -   | -       | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | No Service      |
| 4     | Chevy Chase/Broadway/Galleria | 15           | 15  | -   | 30        | -   | 30      | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | 9:00AM - 5:00PM |
| 5     | Edison/Pacific/Hoover         | 20           | 20  | -   | 40        | -   | -       | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | No Service      |
| 6     | Edison/Colorado/Glendale H.S. | 20           | 20  | -   | 25        | -   | -       | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | No Service      |
| 7     | Western/Stocker/College       | 25           | 25  | -   | 35        | -   | -       | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | No Service      |
| 11    | Metrolink/GTC/Brand           | Meets Trains | -   | -   | -         | -   | -       | -   | 6:00AM - 9:00AM<br>2:45PM - 6:15PM | -               | -               |
| 12    | Metrolink/GTC/Brand           | Meets Trains | -   | -   | -         | -   | -       | -   | 6:00AM - 9:00AM<br>2:45PM - 6:15PM | -               | -               |

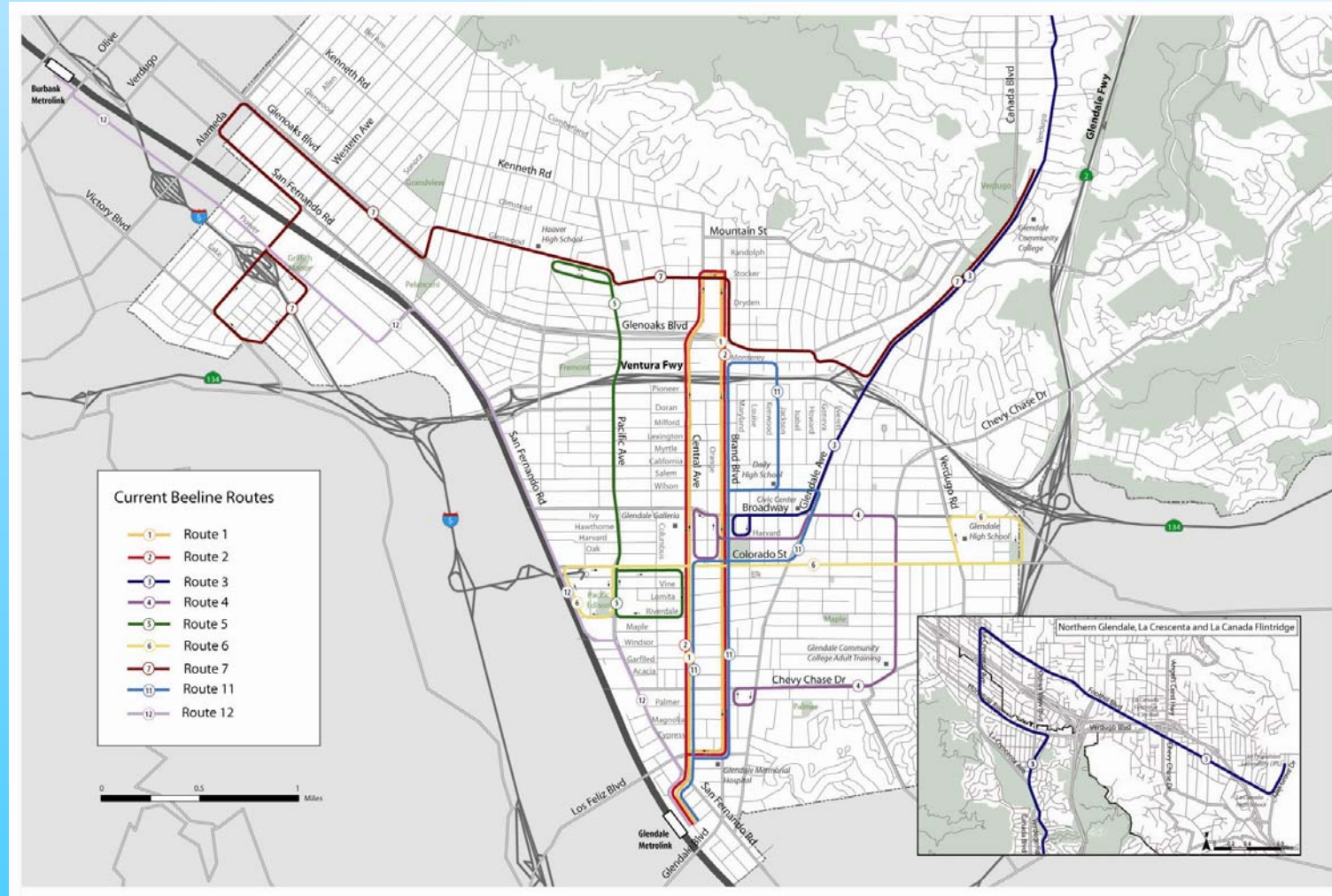
- **Beeline operates 9 fixed routes**
- **Serves Glendale, La Cañada Flintridge, La Crescenta & Montrose.**

## Existing System & Conditions

## Issues and Objectives

## Proposed Fixed Route Network

## Funding and Next Steps





## Beeline Cash Fare = \$0.25

|  |                             |         |
|--|-----------------------------|---------|
| <b>Cash Fares</b>                                  | General Public              | \$0.25  |
|  | Seniors/Disabled            | \$0.15  |
|  | Children under 5            | Free    |
| <b>Beeline Passes</b>                              | General 31-Day Pass         | \$12.00 |
|  | Senior/Disabled 31-Day Pass | \$4.50  |
|  | 10-Ride Card                | \$2.00  |
| <b>Metro Transfers</b>                             | General                     | \$0.50  |
|  | Senior/Disabled             | \$0.25  |
| <b>Metrolink Shuttles<br/>(Routes 11 &amp; 12)</b> | EZ Pass                     | Free    |
|  | Without Pass                | \$1.00  |

**MTA Cash Fare = \$1.25**

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

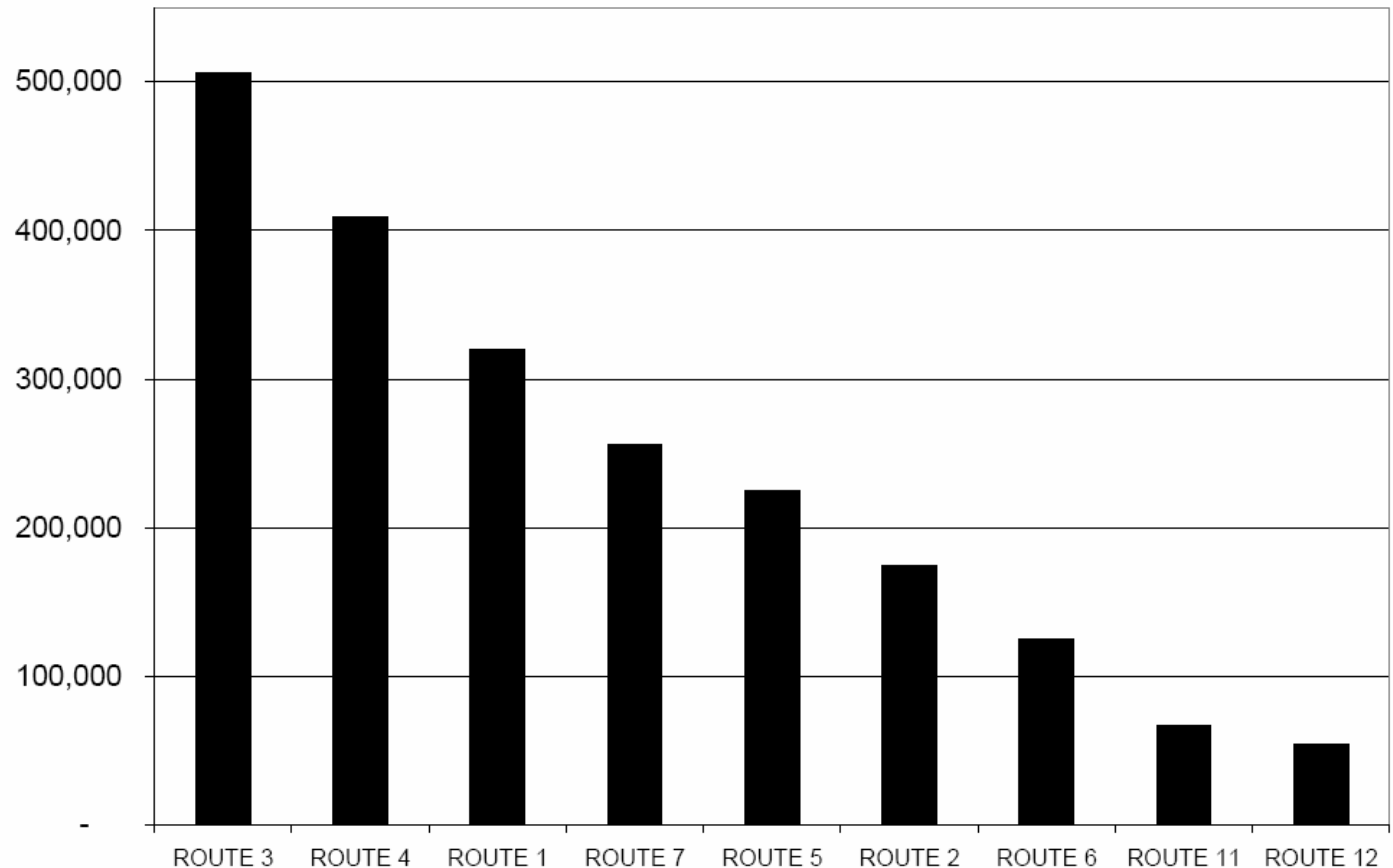
Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

**(Aug. 2004 – June 2005, all days of the week and all time periods)**



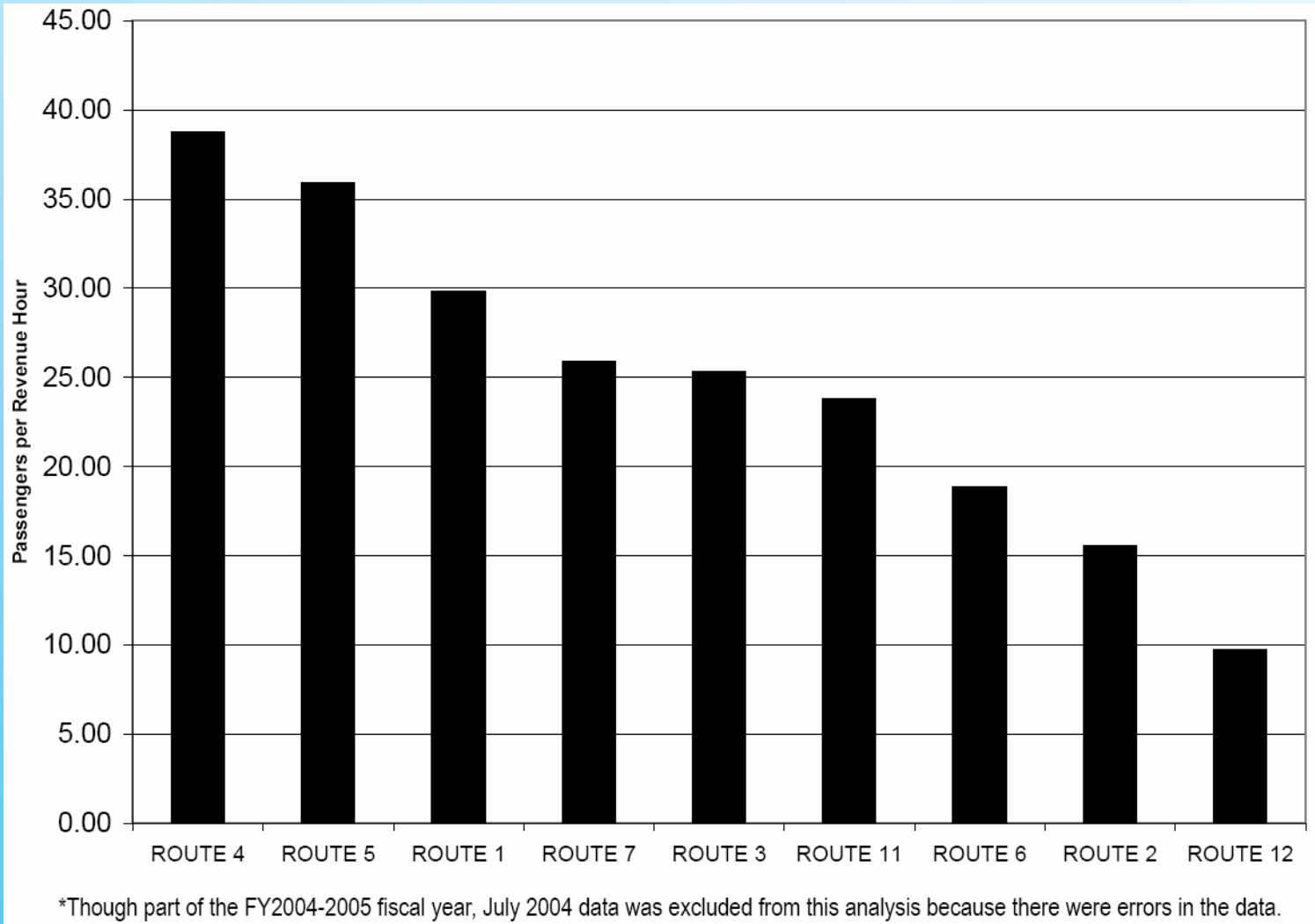
# FY 2004/05 Productivity (pass/hr)

## Existing System & Conditions

## Issues and Objectives

## Proposed Fixed Route Network

## Funding and Next Steps



# Comparing Ridership and Productivity

| Routes   | Ridership Rank | Productivity Rank | % of Total Ridership | % of Total Service Hours |
|----------|----------------|-------------------|----------------------|--------------------------|
| Route 1  | 3              | 3                 | 15%                  | 13%                      |
| Route 2  | 6              | 8                 | 8%                   | 13%                      |
| Route 3  | 1              | 5                 | 24%                  | 24%                      |
| Route 4  | 2              | 1                 | 19%                  | 13%                      |
| Route 5  | 5              | 2                 | 11%                  | 7%                       |
| Route 6  | 7              | 7                 | 6%                   | 8%                       |
| Route 7  | 4              | 4                 | 12%                  | 12%                      |
| Route 11 | 8              | 6                 | 3%                   | 3%                       |
| Route 12 | 9              | 9                 | 3%                   | 7%                       |

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

**It's important to look at both  
ridership and productivity to  
get the complete picture**



## Existing System & Conditions

## Issues and Objectives

## Proposed Fixed Route Network

## Funding and Next Steps



**Most activity is concentrated in  
the central core**

**Existing System  
& Conditions**

**Issues and  
Objectives**

**Proposed Fixed  
Route Network**

**Funding and  
Next Steps**

| Rank | Stop Location                  | Daily Boardings |
|------|--------------------------------|-----------------|
| 1    | Glenwood at Concord            | 681             |
| 2    | Verdugo at Towne               | 673             |
| 3    | Brand at Broadway              | 669             |
| 4    | Broadway at Glendale           | 429             |
| 5    | Glendale Transportation Center | 371             |
| 6    | Chevy Chase at Garfield        | 317             |
| 7    | Central at Colorado            | 265             |
| 8    | Brand at Chevy Chase           | 264             |
| 9    | Central at Broadway            | 252             |
| 10   | Chevy Chase at Glendale        | 243             |
| 11   | Chevy Chase at Colorado        | 242             |
| 12   | Central at Harvard             | 221             |
| 13   | Central at Stocker             | 188             |
| 14   | Harvard at Louise              | 178             |
| 15   | Stocker at Brand               | 175             |
| 16   | Central at Lomita              | 163             |
| 17   | Chevy Chase at Boynton         | 153             |
| 18   | Brand at Harvard               | 153             |
| 19   | Jet Propulsion Laboratory      | 148             |
| 20   | Central at Chevy Chase         | 140             |
| 21   | Broadway at Adams              | 138             |
| 22   | Central at Milford             | 136             |
| 23   | Central at Laurel              | 135             |

## ***Did you know that...?***

### **Existing System & Conditions**

### **Issues and Objectives**

### **Proposed Fixed Route Network**

### **Funding and Next Steps**

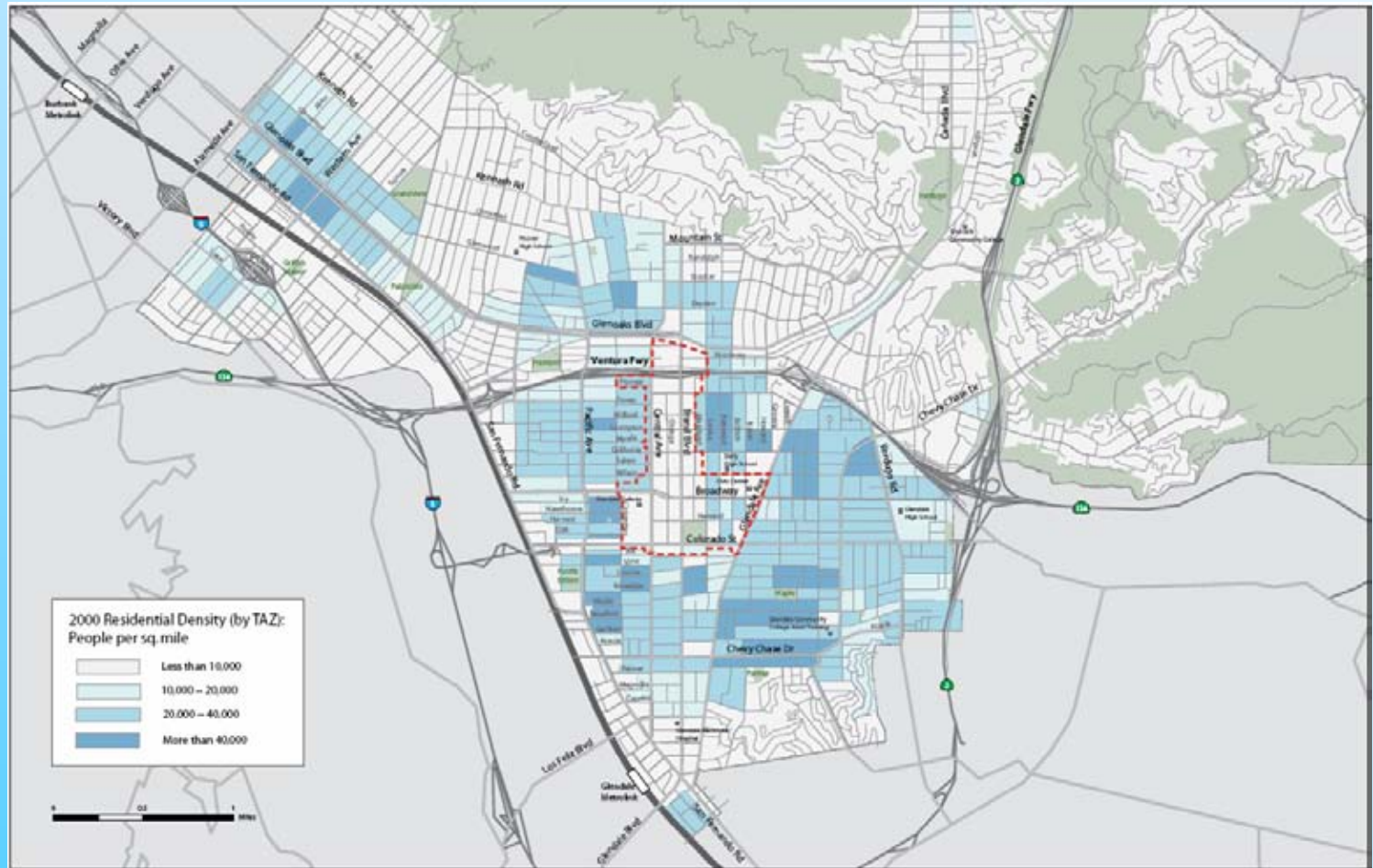
- **Median Age: 41**
- **Median Annual Income: \$27,700**
- **Nearly 2/3 (65%) don't own a vehicle**
- **51% are employed**
- **13% are retired**
- **12% are students**
- **23% are unemployed**
- **Average person rides 17 times/month**
- **Over 1/4 (28%) live outside Glendale**
- **Over 1/3 (37%) transfer to/from MTA bus**
- **Over 1/4 (28%) transfer to/from Metrolink**
- **Top three trips: shopping, personal, and doctor**

## Existing System & Conditions

## Issues and Objectives

## Proposed Fixed Route Network

## Funding and Next Steps



**There's a strong link between  
population density and transit usage**

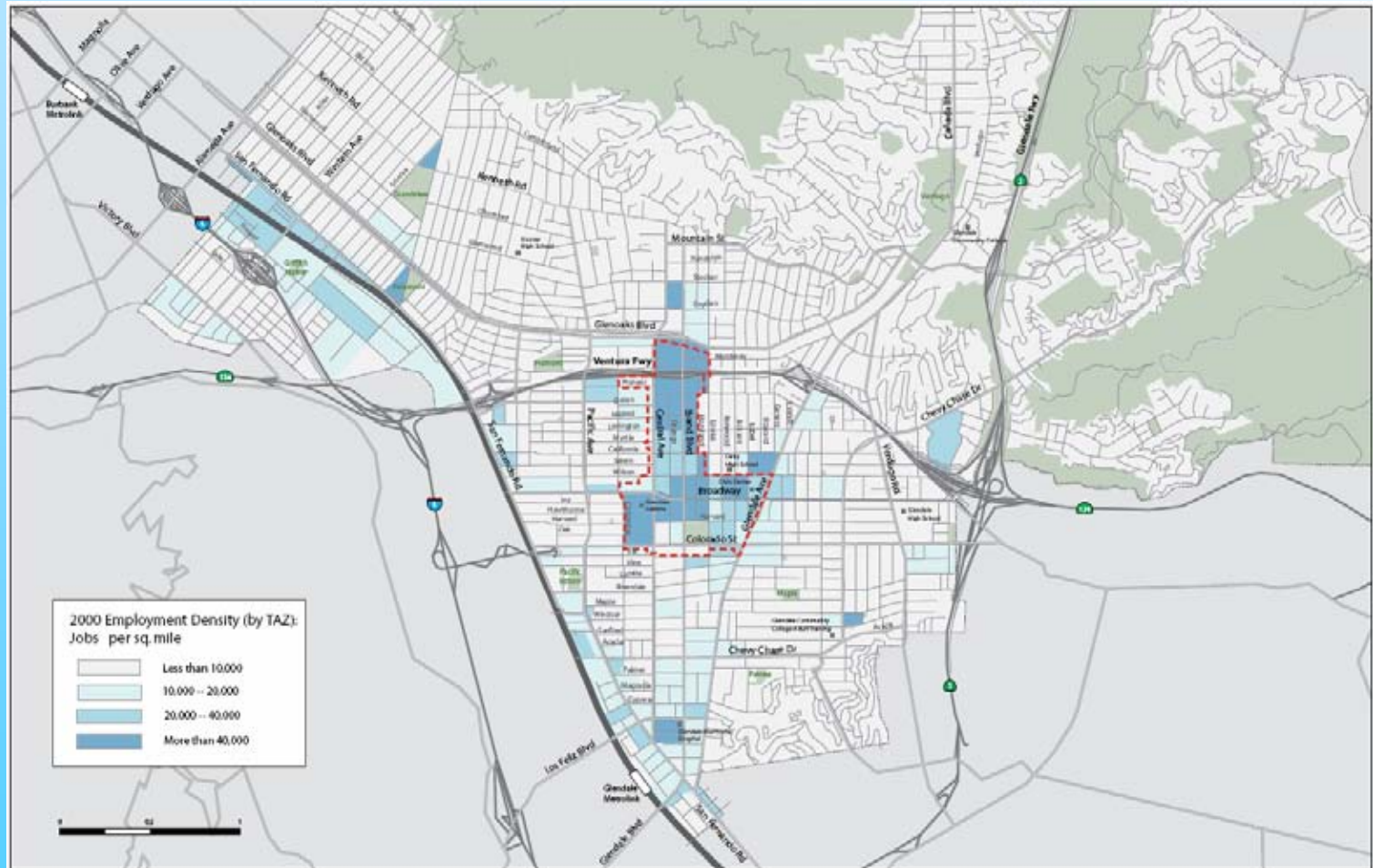


## Existing System & Conditions

## Issues and Objectives

## Proposed Fixed Route Network

## Funding and Next Steps



**There's also a strong link between  
employment density and transit usage**

## Existing System & Conditions

## Issues and Objectives

## Proposed Fixed Route Network

## Funding and Next Steps



**Most of the large employers are already well served by transit except the studios and the Adventist Hospital**





# Issues and Objectives



# Fleet size and reliability are critical issues

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

| Bus # | Legnth | Seated/Wheelchair |  | Fuel Type | Year | Mileage | Body MFR    | Model     |
|-------|--------|-------------------|--|-----------|------|---------|-------------|-----------|
|       |        | Capacity          |  |           |      |         |             |           |
| LC-1  | 29'    | 27 / 2            |  | CNG       | 1999 | 6731    | BLUE BIRD   | Q-BUS     |
| B24   | 29'    | 27 / 2            |  | CNG       | 1996 | 14836   | BLUE BIRD   | Q-BUS     |
| B25   | 29'    | 27 / 2            |  | CNG       | 1996 | 155391  | BLUE BIRD   | Q-BUS     |
| B26   | 29'    | 27 / 2            |  | CNG       | 1998 | 218618  | BLUE BIRD   | Q-BUS     |
| B27   | 29'    | 27 / 2            |  | CNG       | 1998 | 210400  | BLUE BIRD   | Q-BUS     |
| B28   | 29'    | 27 / 2            |  | CNG       | 1998 | 214382  | BLUE BIRD   | Q-BUS     |
| B29   | 29'    | 27 / 2            |  | CNG       | 1998 | 208806  | BLUE BIRD   | Q-BUS     |
| B30   | 29'    | 27 / 2            |  | CNG       | 1998 | 86616   | BLUE BIRD   | Q-BUS     |
| B31   | 29'    | 27 / 2            |  | CNG       | 1998 | 31011   | BLUE BIRD   | Q-BUS     |
| B32   | 30'    | 30 / 2            |  | CNG       | 1999 | 17950   | EL DOR.NAT. | NATIONAL  |
| B33   | 30'    | 30 / 2            |  | CNG       | 1999 | 19891   | EL DOR.NAT. | NATIONAL  |
| B34   | 30'    | 30 / 2            |  | CNG       | 1999 | 46426   | EL DOR.NAT. | NATIONAL  |
| B35   | 30'    | 30 / 2            |  | CNG       | 1999 | 730855  | EL DOR.NAT. | NATIONAL  |
| B36   | 30'    | 30 / 2            |  | CNG       | 1999 | 4060    | EL DOR.NAT. | NATIONAL  |
| B44   | 35'    | 30 / 2            |  | CNG       | 2001 | 86429   | NEW FLYER   | NEW FLYER |
| B45   | 35'    | 30 / 2            |  | CNG       | 2001 | 74496   | NEW FLYER   | NEW FLYER |
| B46   | 35'    | 30 / 2            |  | CNG       | 2001 | 62261   | NEW FLYER   | NEW FLYER |
| B47   | 35'    | 30 / 2            |  | CNG       | 2001 | 33793   | NEW FLYER   | NEW FLYER |
| B48   | 35'    | 30 / 2            |  | CNG       | 2001 | 141030  | NEW FLYER   | NEW FLYER |
| B49   | 35'    | 30 / 2            |  | CNG       | 2001 | 39158   | NEW FLYER   | NEW FLYER |
| B50   | 35'    | 30 / 2            |  | CNG       | 2001 | 41265   | NEW FLYER   | NEW FLYER |
| B51   | 35'    | 30 / 2            |  | CNG       | 2001 | 78529   | NEW FLYER   | NEW FLYER |
| B52   | 35'    | 30 / 2            |  | CNG       | 2001 | 5199    | NEW FLYER   | NEW FLYER |
| B53   | 35'    | 30 / 2            |  | CNG       | 2001 | 35779   | NEW FLYER   | NEW FLYER |
| B54   | 35'    | 30 / 2            |  | CNG       | 2001 | 71645   | NEW FLYER   | NEW FLYER |
| B55   | 35'    | 30 / 2            |  | CNG       | 2001 | 28818   | NEW FLYER   | NEW FLYER |
| B56   | 35'    | 30 / 2            |  | CNG       | 2001 | 151346  | NEW FLYER   | NEW FLYER |
| B57   | 35'    | 30 / 2            |  | CNG       | 2001 | 46895   | NEW FLYER   | NEW FLYER |
| B58   | 40'    | 40 / 2            |  | CNG       | 2005 | 15281   | NEW FLYER   | NEW FLYER |
| B59   | 40'    | 40 / 2            |  | CNG       | 2005 | 19136   | NEW FLYER   | NEW FLYER |
| B62   | 40'    | 45 / 2            |  | Diesel    | 1995 | 52660   | GILLIG      | PHANTOM   |
| B63   | 40'    | 45 / 2            |  | Diesel    | 1995 | 125338  | GILLIG      | PHANTOM   |
| B64   | 40'    | 43 / 2            |  | Diesel    | 1994 | 219383  | GILLIG      | PHANTOM   |
| B65   | 40'    | 45 / 2            |  | Diesel    | 1995 | 69574   | GILLIG      | PHANTOM   |

# Beeline Maintenance/Operations Facility

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

- Circulation
- Parking
- Fueling
- Cleaning
- Maintenance
- Stability



Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



Buses must navigate  
through **narrow** alleyways...



# Beeline Maintenance/Operations Facility

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



...and parking lots.

# Beeline Maintenance/Operations Facility

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



Buses are parked in the street due to inadequate on-site parking space. This increases the risk of **theft**, **vandalism**, and **tampering**.



# Beeline Maintenance/Operations Facility

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



Buses are parked in the street due to inadequate on-site parking space. This increases the risk of **theft**, **vandalism**, and **tampering**.

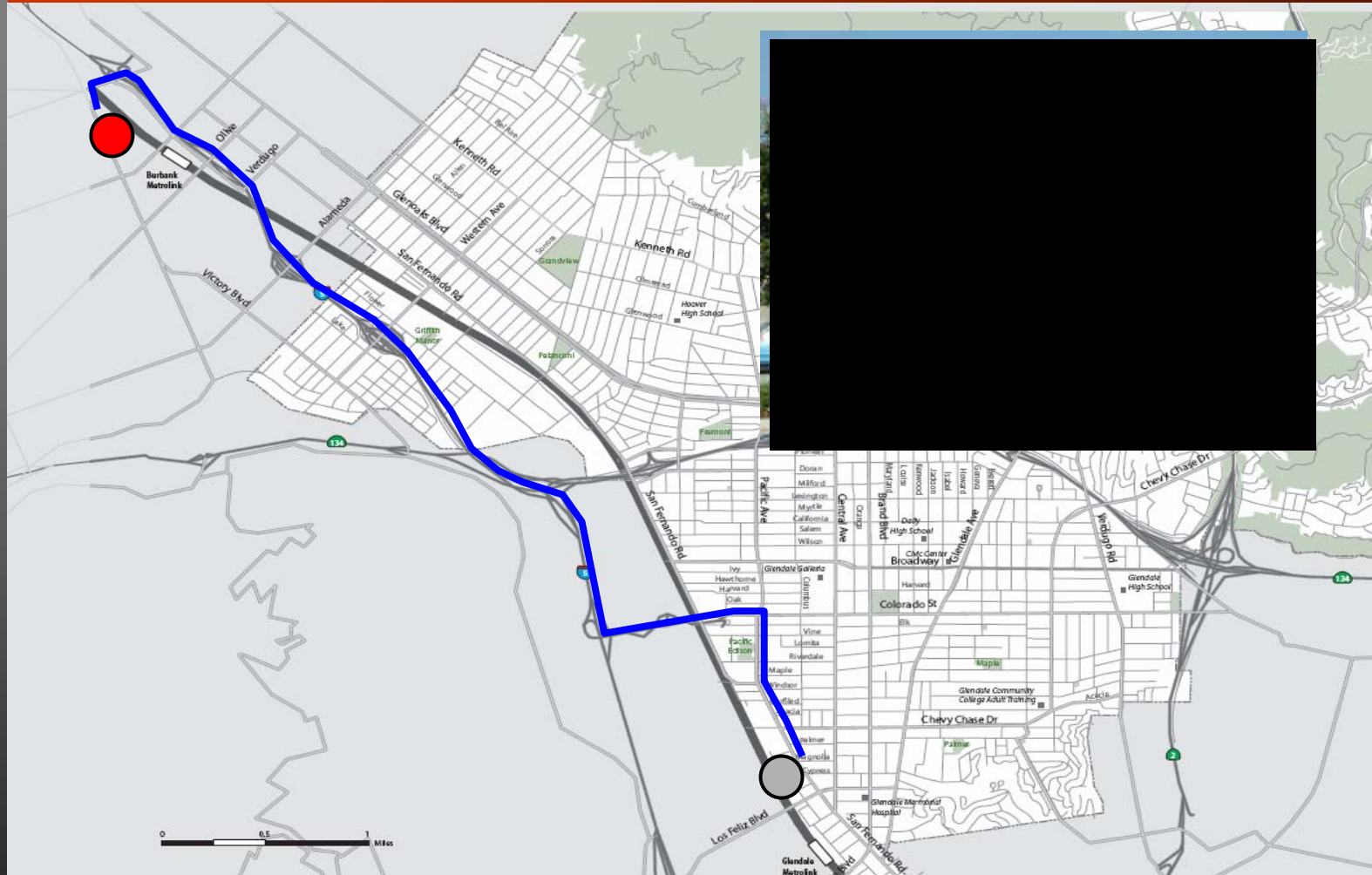
# Beeline Maintenance/Operations Facility

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



Beeline buses travel **11 miles** roundtrip to refuel at the Burbank CNG Fueling Depot.

# Beeline Maintenance/Operations Facility

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



- ▶ Beeline buses often wait in long lines to use these pumps which are accessible to the general public.
- ▶ Beeline vehicles block two pumps due to their length.



# Beeline Maintenance/Operations Facility

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



Buses are **manually** washed in this aisle which **obstructs** all vehicles in the maintenance bays.

# Beeline Maintenance/Operations Facility

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



A view of the **cramped** maintenance space. Moving buses in and out of bays requires moving other vehicles.



# Beeline Maintenance/Operations Facility

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



Only **one** bus at a time can be lifted inside due to the low overhead beams throughout the remainder of the garage.



Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

1. Increase Beeline ridership and improve productivity and efficiency
2. Reduce dial-a-ride costs by moving some dial-a-ride passengers to Beeline
3. Improve Beeline connections between downtown and San Fernando Road
4. Remove “big bus” service from narrow residential streets (e.g. Glenwood Ave)
5. Separate school oriented services from regular fixed route services
6. Improve Beeline on-time performance
7. Provide faster and more frequent Beeline connections between downtown and Community College
8. Provide Beeline service on Glendale Avenue below Colorado Blvd.
9. Create a new high frequency downtown circulator route to support the goals of the Downtown Mobility Plan

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

- Try to keep large buses off residential streets
- Design routes to minimize turning movements
- Design routes to maximize travel speeds
- Try to increase the distance between bus stops
- Serve multiple markets
- Design routes to serve strong anchors



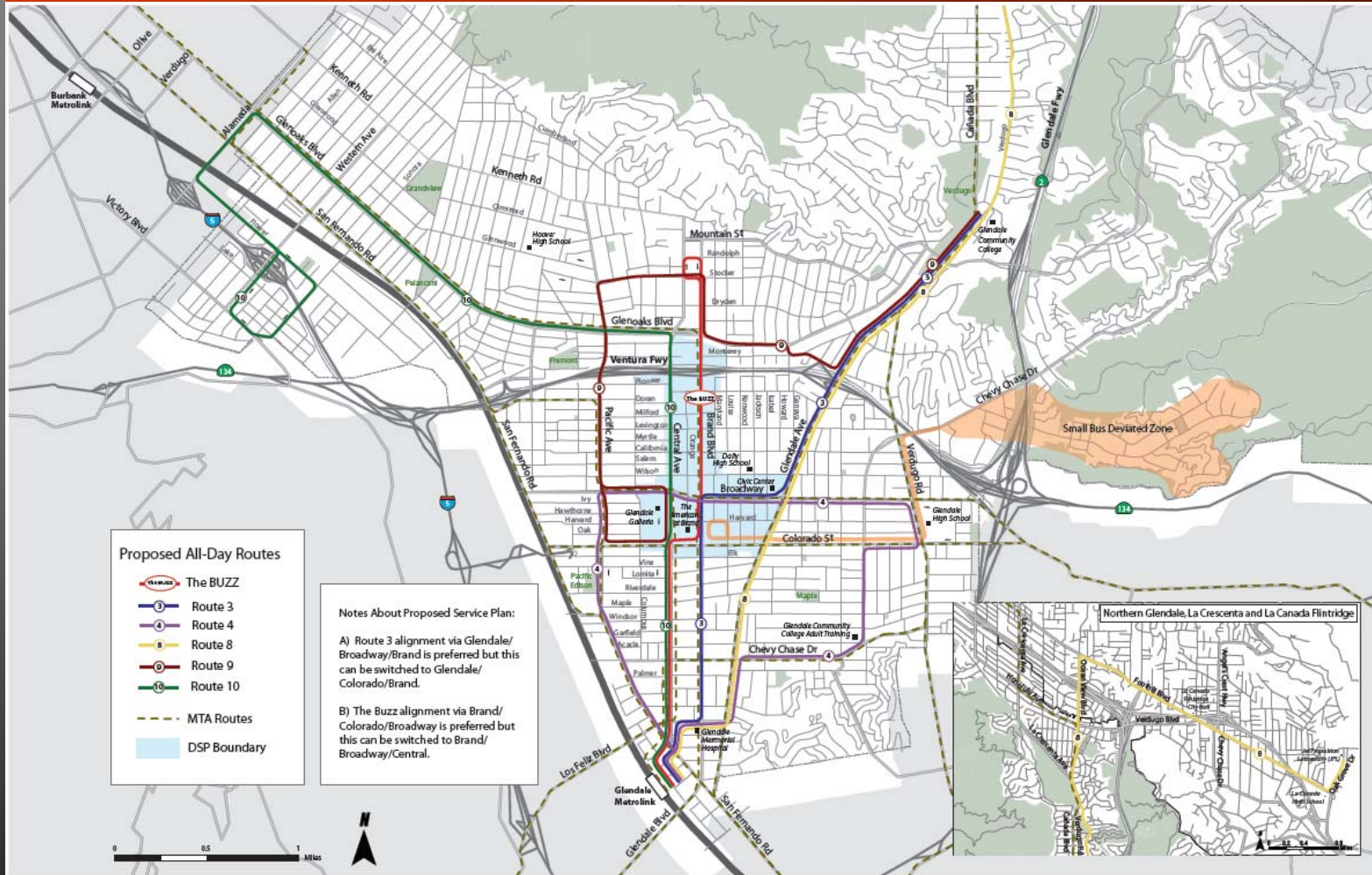
# Proposed Fixed Route Network

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



## All-Day Service

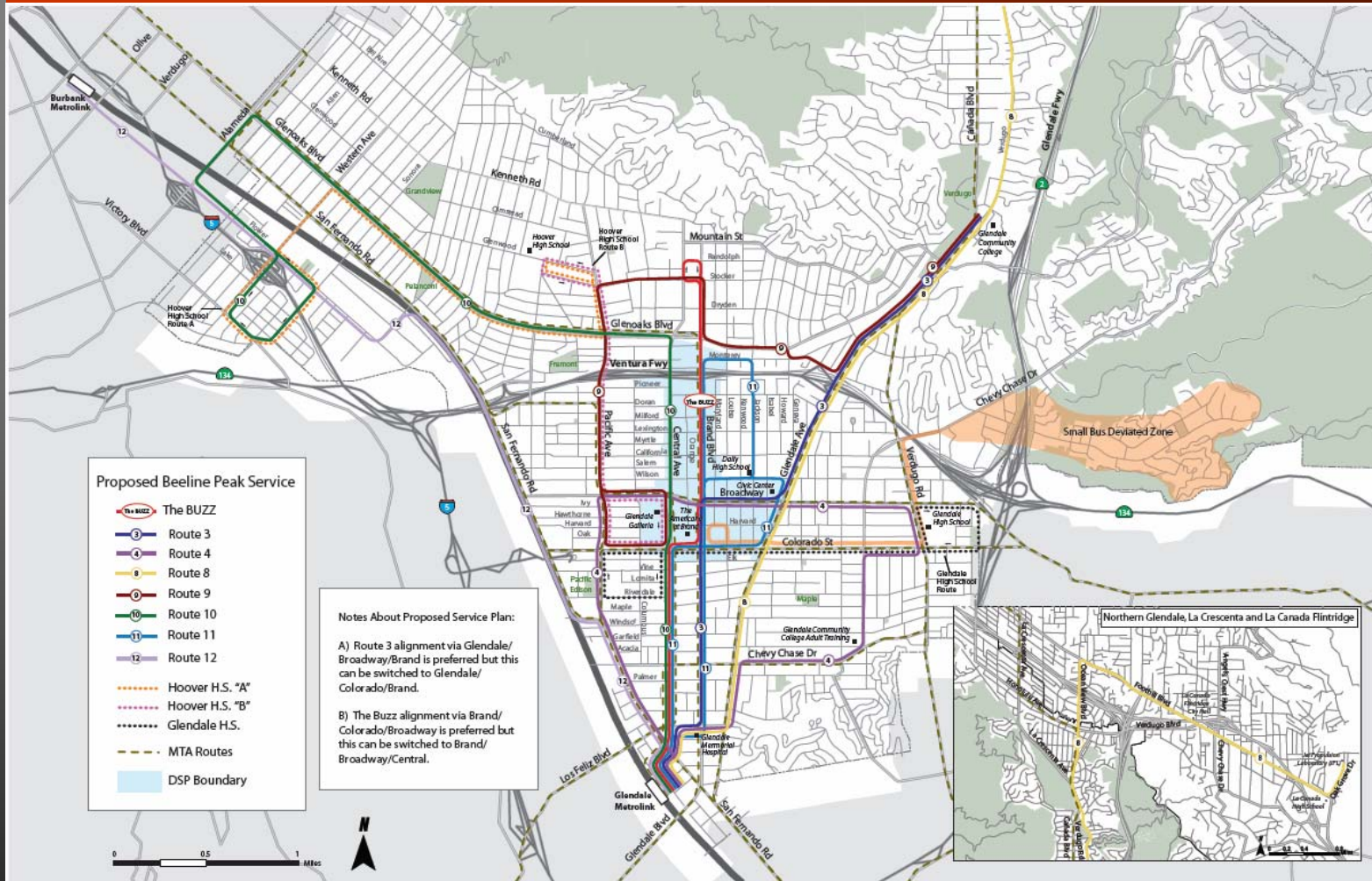


Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



## Peak Service

## Introducing...*The Buzz*!

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



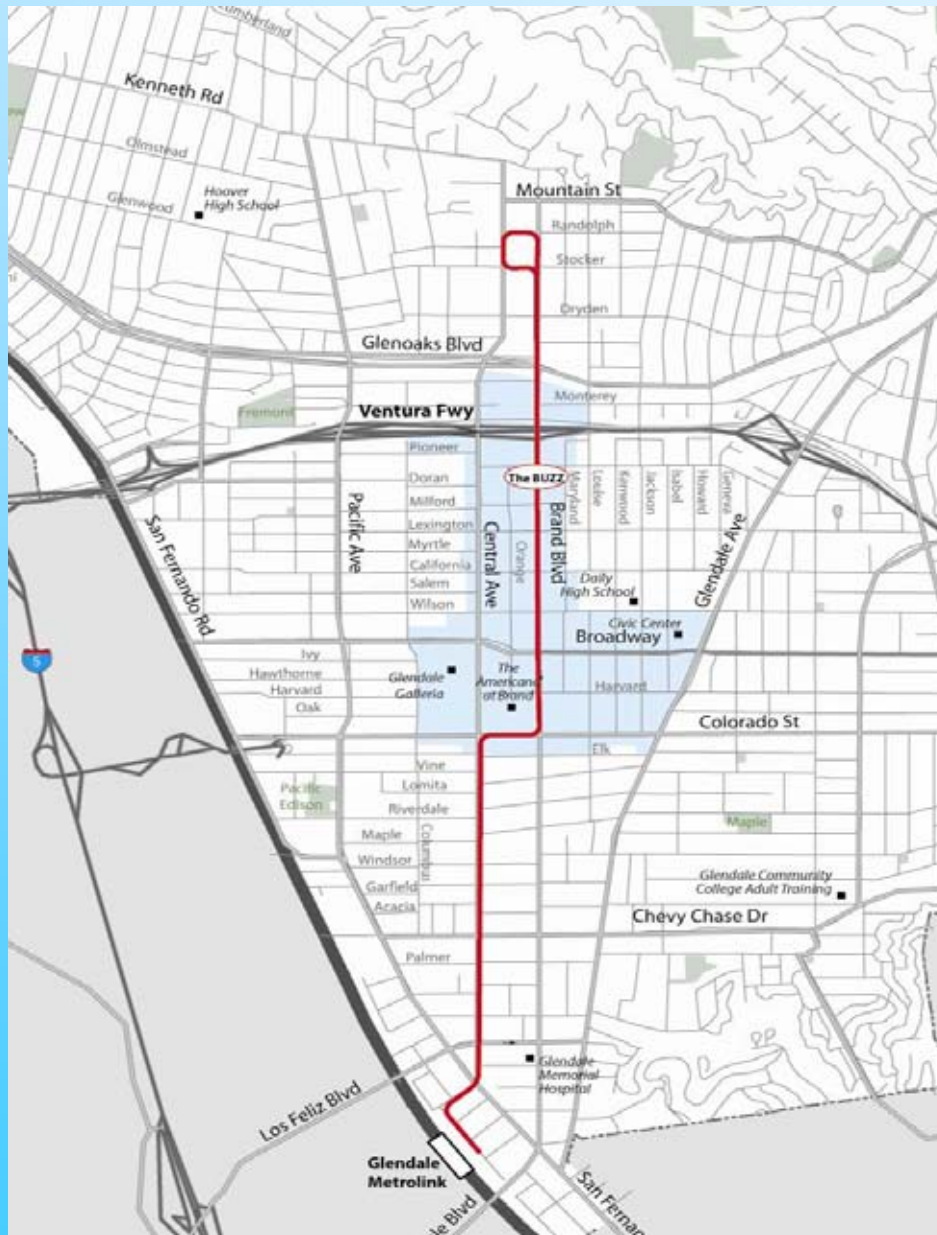


Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



## Downtown Circulator

### "The Buzz"

**Service every 15  
minutes!**

**Unique buses!**

**Improved stops  
and amenities!**

**No need for  
schedules!**

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

## Route 3

**Service every 20 minutes!**

**Dedicated route  
between GCC,  
downtown, and  
Train Station**



Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

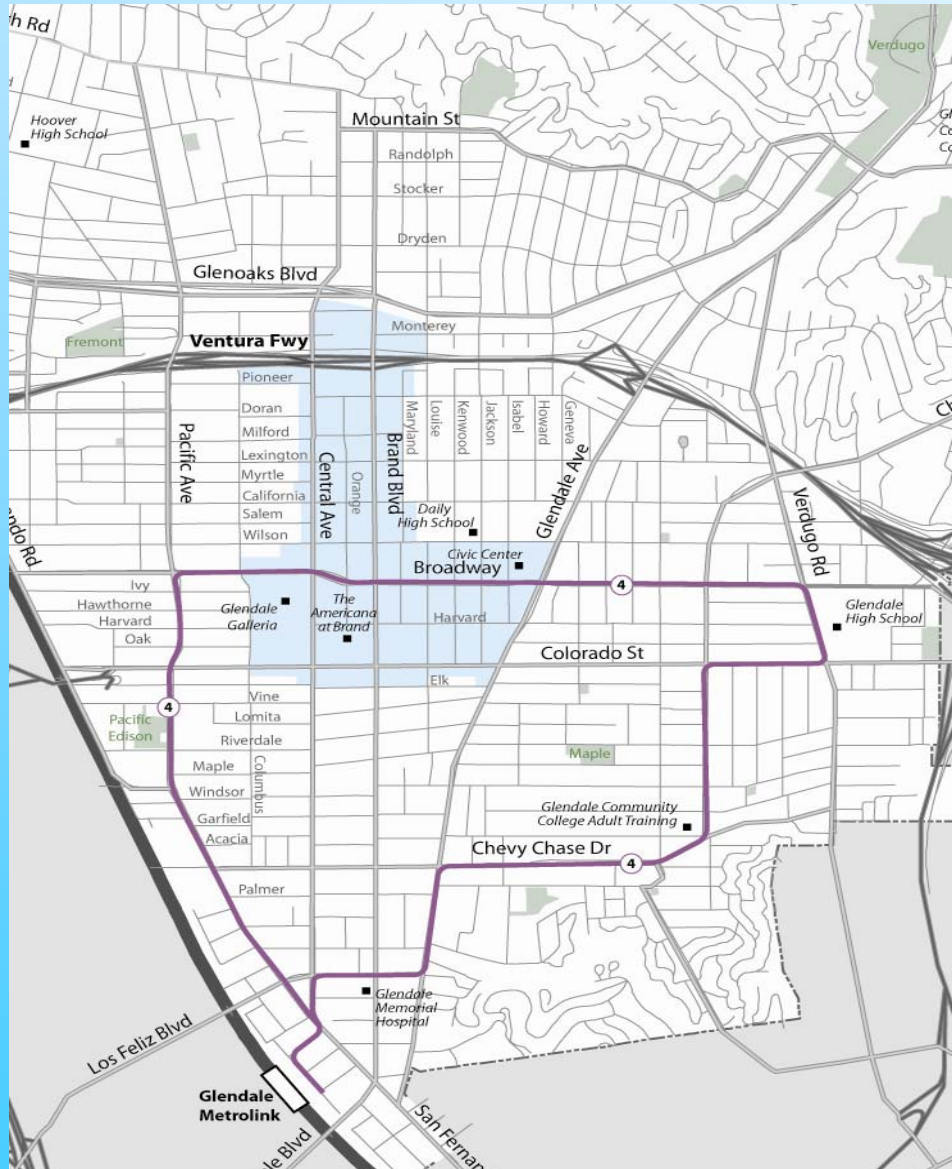
Funding and  
Next Steps

## Route 4

**Two-Way Loop!**

**Service every 15  
minutes!**

**Connects major  
destinations in  
southern core!**





Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

## Route 8

**Service every 30 minutes!**

**Eliminates service gap on lower Glendale Ave!**

**Direct service between northern areas and train station!**



Existing System  
& Conditions

Issues and  
Objectives

**Proposed Fixed  
Route Network**

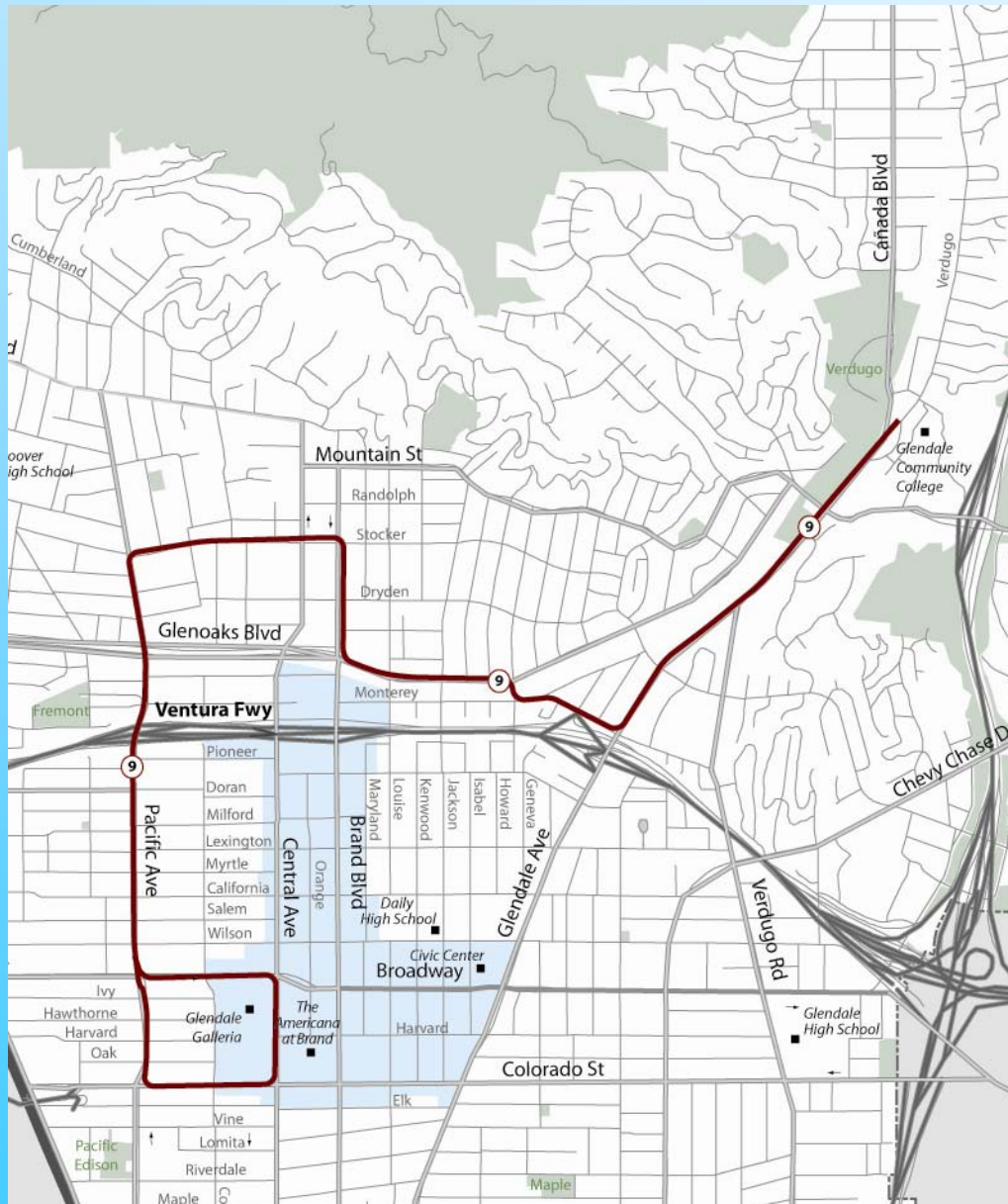
Funding and  
Next Steps

## Route 9

**Service every  
20 minutes!**

**New direct link  
between  
westside and  
College**

**Service  
removed from  
Glenwood Ave!**



Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

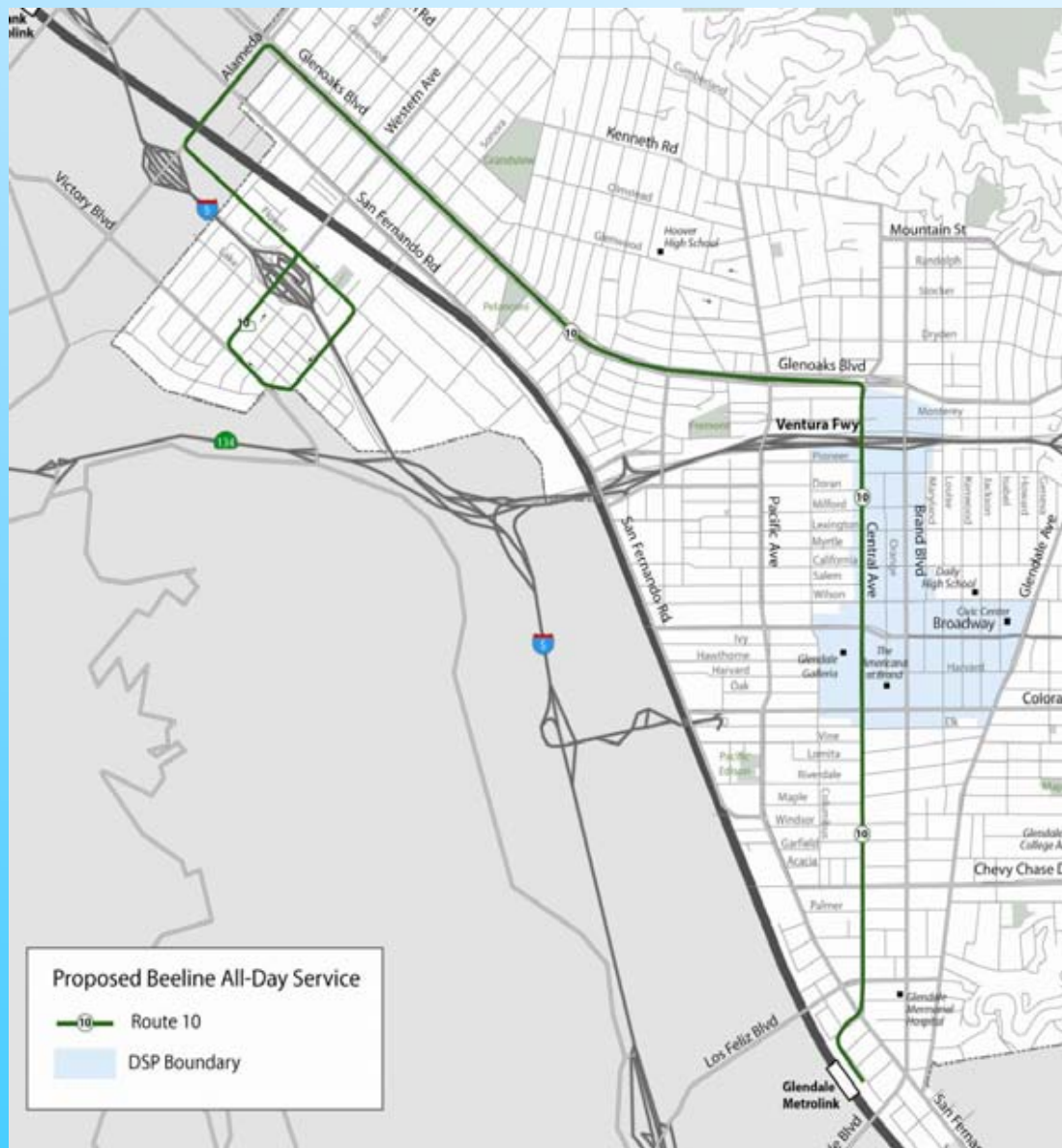
Funding and  
Next Steps

## Route 10

**Service every  
30 minutes!**

**New direct  
link between  
westside and  
Downtown**

**Service  
removed from  
Glenwood  
Ave!**





# Proposed Fixed Route Network

## Metrolink Shuttles 11 and 12

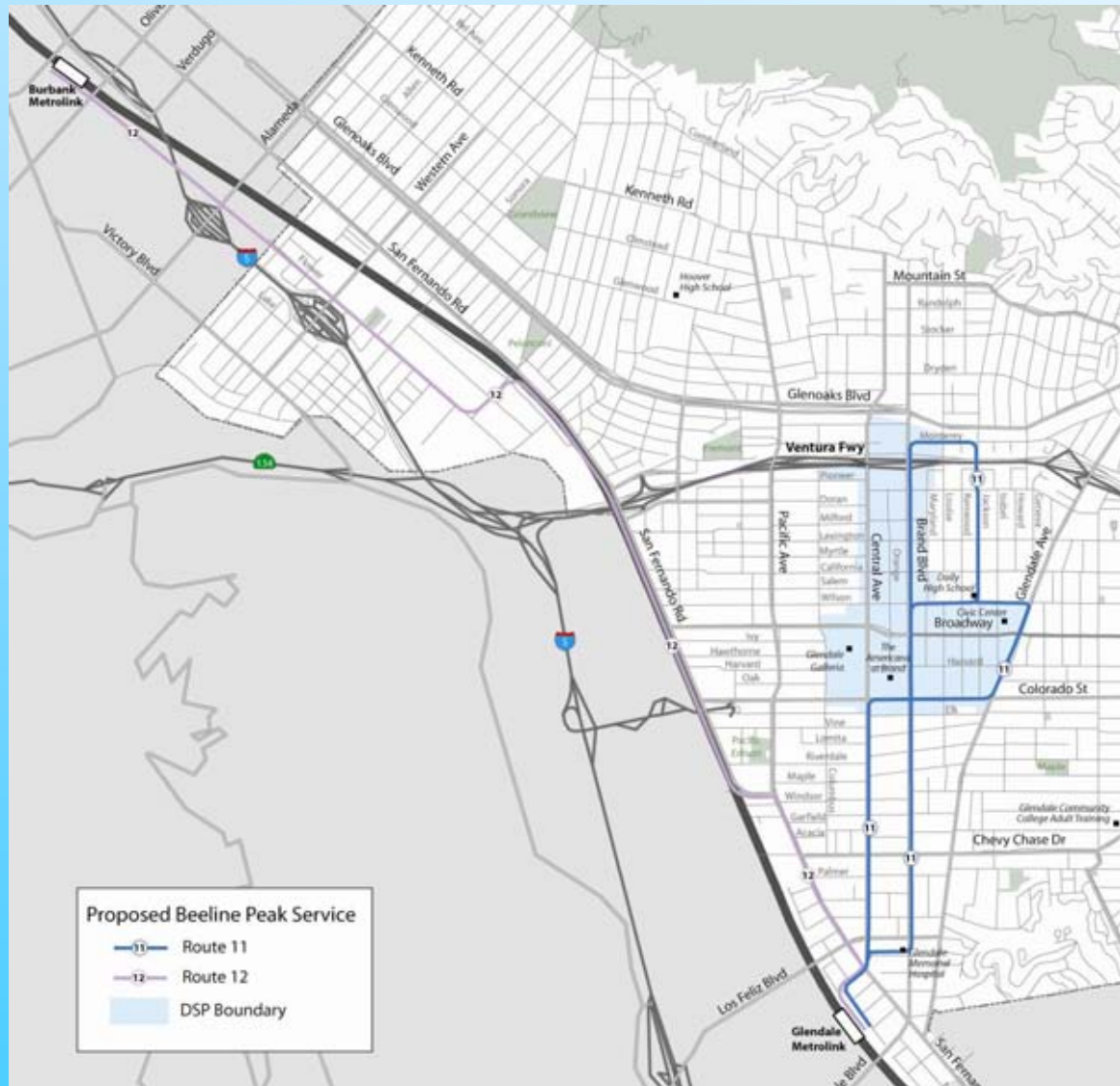
**No  
changes  
to either  
route**

Existing System  
& Conditions

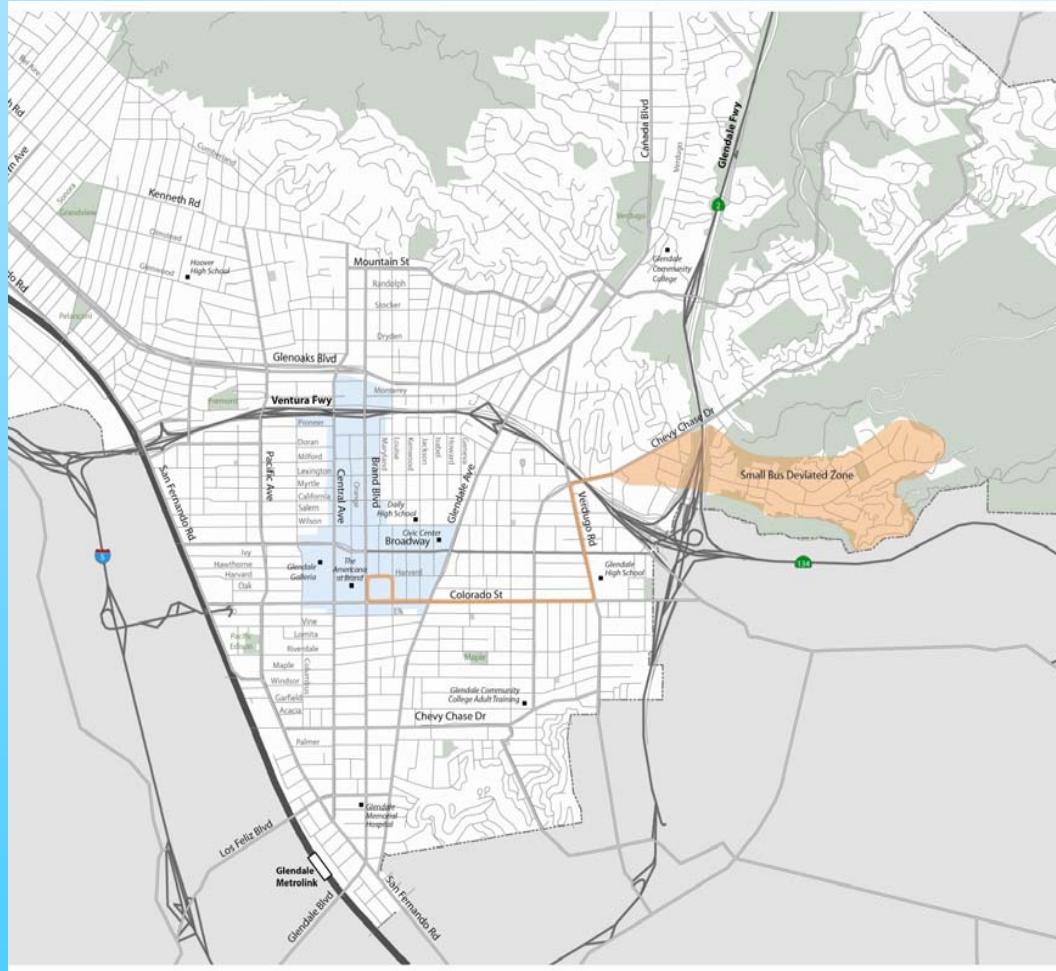
Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



## Glenoaks Canyon Small Bus Service



Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

**New  
“deviated”  
fixed route  
service!**

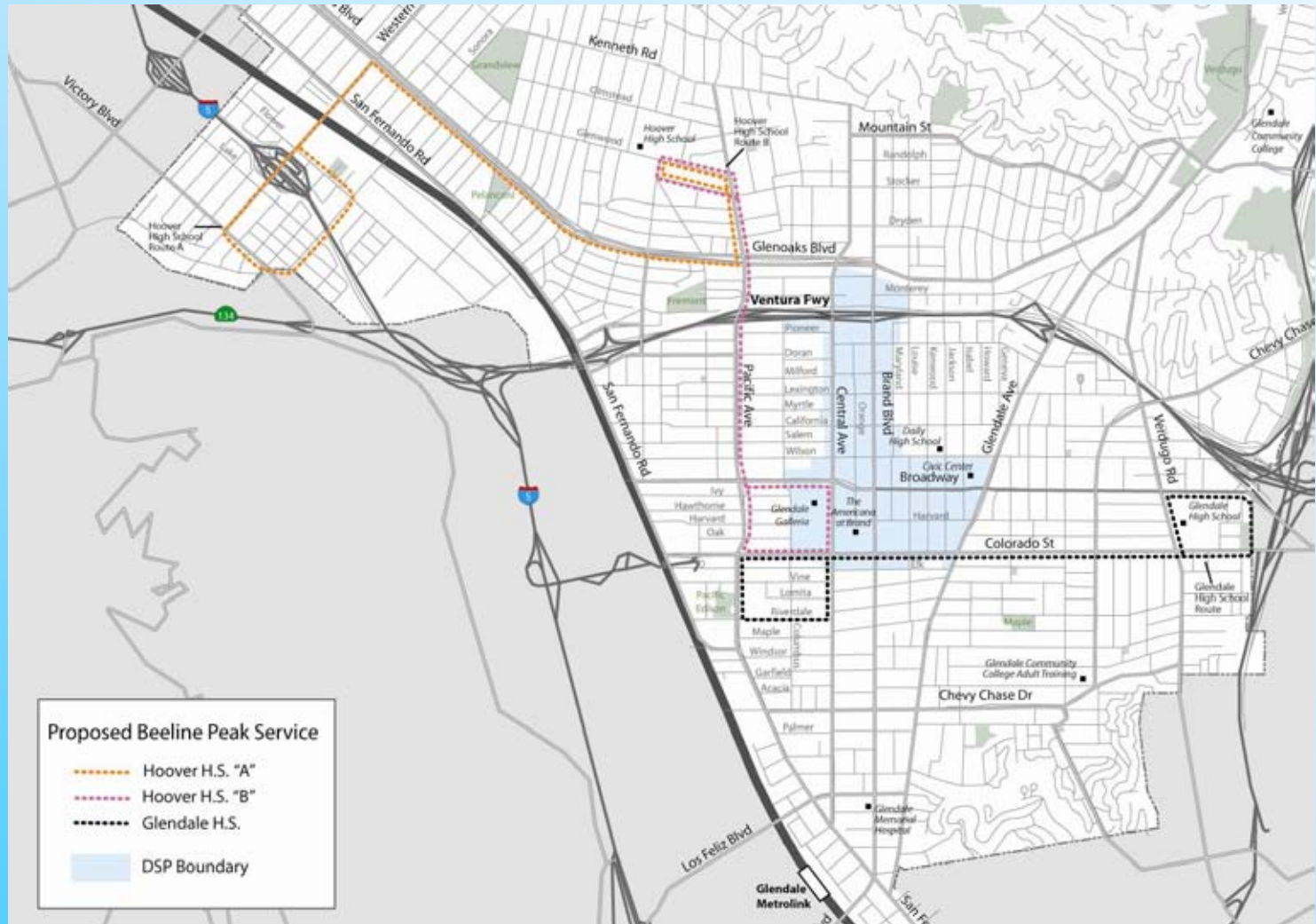
**Contingent  
upon MTA  
providing  
funds!**

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



## School Tripper Service



# Proposed Beeline System Overview

| Route | Route Name   | Headways    |     |     |           |     |         |     | Hours of Operation                 |                 |                 |
|-------|--|-------------|-----|-----|-----------|-----|---------|-----|------------------------------------|-----------------|-----------------|
|       |  | Weekdays    |     |     | Saturdays |     | Sundays |     | Weekday                            | Saturday        | Sunday          |
|       |  | Peaks       | Day | Eve | Day       | Eve | Day     | Eve |                                    |                 |                 |
|       | The Buzz   | 15          | 15  | -   | 15        | -   | 15      | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | 9:00AM - 5:00PM |
| 3     | GCC/Downtown/Train Station                         | 20          | 20  | -   | 20        | -   | -       | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | No Service      |
| 4     | Train Station/Glendale HS/Broadway/San Fernando RD | 15          | 15  | -   | 30        | -   | 30      | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | 9:00AM - 5:00PM |
| 8     | JPL/Glendale CC/Glendale Ave/Train Station         | 30          | 30  | -   | 30        | -   | -       | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | No Service      |
| 9     | Glendale CC/Stocker/Pacific Edison                 | 20          | 20  | -   | 20        | -   | -       | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | No Service      |
| 10    | Downtown/Central/Glenoaks/Westside                 | 30          | 30  | -   | 30        | -   | -       | -   | 6:00AM - 6:30PM                    | 9:00AM - 5:00PM | No Service      |
| 11    | Metrolink/GTC/Brand                                | Meets Train | -   | -   | -         | -   | -       | -   | 6:00AM - 9:00AM<br>2:45PM - 6:15PM | -               | -               |
| 12    | Metrolink/GTC/Brand                                | Meets Train | -   | -   | -         | -   | -       | -   | 6:00AM - 9:00AM<br>2:45PM - 6:15PM | -               | -               |
|       | Supplemental School Services                       | AM-PM only  | -   | -   | -         | -   | -       | -   | Bell Times                         | -               | -               |

- **Beeline still has 9 fixed routes**

- **Still serves Glendale, La Cañada Flintridge, La Crescenta & Montrose.**

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps



# Funding and Next Steps



Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

- **Current contract operation = \$4.7 million**
- **Annual Vehicle Service Hours = 93,500**
- **Current cost/hour = \$50.37**
- **Proposed operation = \$4.7 to \$4.9 million**
- **Revisions are essentially cost neutral**
- **Additional funds are needed for bus replacement, fleet expansion, and Maintenance/Operations/Fueling Facility**



***Grant opportunities for bus replacement, service expansion and Beeline Maintenance and Fueling Facility.***

| SOURCE                             | TYPE                              | GRANT APPLICATION PERIOD     | GRANT AMOUNT              |
|------------------------------------|-----------------------------------|------------------------------|---------------------------|
| MTA Mini-Call for Projects         | Bus Replacement                   | December 2006 to March 2007  | \$1.4 million for 4 buses |
| MTA Supplemental Call for Projects | Facility Construction             | September 2006 to March 2007 | \$2.2 million             |
| MTA Call for Projects              | Service Expansion and New Service | January 2007 to June 2007    | \$2.3 million             |

**and...parking operations  
could provide some revenue  
for the transit system**

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

Existing System  
& Conditions

Issues and  
Objectives

Proposed Fixed  
Route Network

Funding and  
Next Steps

- 1. Explore opportunities to lease buses**
- 2. Explore options for using parking revenues for transit**
- 3. Determine vehicle type for The Buzz**
- 4. Finalize fare increase plan (including public outreach)**
- 5. Finalize SRTP**